

City of Seattle 2005 Freight Mobility Actions

The following identify City accomplishments in 2005, based on the *2005 Freight Mobility Strategic Action Plan*:

Emphasized On-Going Communication & Coordination with the Freight Community and Maintained Partnerships

- SDOT coordinated regular monthly meetings of the **Seattle Freight Mobility Advisory Committee (FMAC)** (a partnership between the city and the freight community), where issues were raised and solutions were identified in response to freight mobility concerns. These meetings focused on many project briefings and discussion topics of interest to the freight community, including: the Alaskan Way Viaduct and Seawall Replacement Project alternatives, Magnolia Bridge, Mercer Corridor Project, Fremont Bridge and the W. Marginal Bike Path.
- **Projects/Plans/Programs Reviewed** by the Seattle Freight Mobility Advisory Committee in 2005:
 - W Marginal Way Trail Project
 - Intersection Design: Truck Operations
 - Interstate 5 Pavement Reconstruction Project
 - Lake City Multi-Modal Project
 - Alaskan Way Viaduct Emergency Closure Traffic Plan
 - Mercer Corridor Project
 - Fremont Bridge Construction
 - Alaskan Way Viaduct and Seawall Replacement Project
 - Hazardous Materials Transport
 - Downtown Bus Tunnel Closure
 - SR 520 Project
 - Northgate Transportation Plan
 - Right-of-Way Improvement Manual
 - Truckers Rodeo
 - SDOT's 2005 paving program
 - Seattle Transportation Strategic Plan
- SDOT facilitated a meeting of the freight community leadership with the **Seattle Council Transportation Committee**.
- SDOT improved the **Advisory Committee process** and appointed modal representatives.
- SDOT actively participated in the implementation of the ***Mayor's Manufacturing and Maritime Action Plan*** which fosters transportation improvements "to keep freight moving". The Plan was released in April 2004.
- Participated in monthly meetings of the Ballard Interbay Northend Manufacturing Industrial Center (**BINMIC**) Action Committee.

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- Participated in monthly meetings of the regional Freight Action Strategy (**FAST**) Partnership Project Team.
- Prepared budget and descriptive materials for the **State Freight Mobility Strategic Investment Board (FMSIB)** for Seattle area freight projects.
- Participated in bi-monthly meetings of the **Regional Freight Mobility Roundtable**.
- Participated in quarterly meetings of the **Port Truck Operators Committee**.
- Participated in other business community meetings such as the **North Seattle Industrial Association** and the **South Park Bridge Citizens Advisory Group (CAG)**.

Truck Access and Circulation

- **Provided Input on Freight Needs for Large Capital Projects** - SDOT staff provided and facilitated freight-related input on planning and design for capital projects including the Alaskan Way Viaduct and Seawall Replacement Project, SR 519 Surface Project, SR 519 Phase 2 Intermodal Access Project, Mercer Street Corridor, Fremont Bridge Project and the Fremont Traffic Circulation Project.
- **Alaskan Way Viaduct and Seawall Replacement Project** - In 2005, SDOT issued the Alaskan Way Viaduct Emergency Traffic Management and Closure Plan. The Plan is a collection of four scenario-based action plans developed should the Viaduct be forced to close down prior to replacement. It was developed in partnership with the Washington State Department of Transportation, and the involvement of many other City departments, other agencies, and stakeholder input. The needs of the freight community in the event of such an emergency closure were given serious consideration in the development of the final plan.
- **Seawall Repair** - completed construction on the Alaskan Way Seawall Riprap Repair Project.
- **Magnolia Bridge** - prepared environmental documentation for the Magnolia Bridge Replacement Project alternatives.
- **Intelligent Transportation Systems (ITS)** - completed construction for the Duwamish Intelligent Transportation Systems Project. Installed controllers, signs and cameras.
- **Fremont Bridge** - prepared final design plans and started construction of the Fremont Bridge Approaches Project, including consideration of freight routes and needs.
- **SR 519 (Royal Brougham Way, S Atlantic Street, and Edgar Martinez Way)** - started construction on the SR 519 Surface Improvement Project on Alaskan

Way outside the Port of Seattle's Terminal 46 Container terminal. Coordinated with the Port of Seattle on the revised truck access to Terminal 46 and the BNSF Railway Seattle Intermodal Gateway Yard.

- **East Marginal Way and Spokane St** - participated in the design refinement for the Port's planned E. Marginal and Spokane St Railroad Overpass Project that would allow container trucks and general traffic to travel over the tracks leading to Terminal 5 in West Seattle, Terminal 18 on Harbor Island and other terminals located along the Duwamish River, and other area industrial uses.
- **South Park Bridge** - participated in the King County South Park Bridge Replacement Project (EIS and preliminary design). The draft EIS was circulated and reviewed by city departments.
- **Bridge Way Improvements** - started construction of the signal and paving improvements along the Bridge Way corridor between Stone Way and Fremont Avenue.
- **Fremont Circulation Improvements** - started construction on the signal and paving improvements in downtown Fremont and on the south side of the Fremont Bridge approach in the vicinity of the Westlake/Nickerson intersection.
- **Phinney/Fremont/50th Improvements** - started construction of the mobility improvements on Phinney, Fremont and N 50th streets.
- **Lake City Way Multi-Modal** - started construction of mobility improvements along the corridor.
- **Mercer Street Corridor** - SDOT completed the environmental analyses for the Mercer Corridor Project and published the Environmental Assessment later in 2006.
- **Truck Rodeo** - SDOT conducted a Truck Rodeo on November 17, 2005 to test the adequacy of the Mercer St and 9th Ave intersection design to accommodate 75' long trucks. Results of the Truck Rodeo have been incorporated into the proposed design to ensure that this key intersection of two Major Truck Streets supports the movement of freight between I-5 and the Fremont, Ballard, and North Interbay areas.
- SDOT conducted an **inventory of known obstacles to trucks**.
- **Intelligent Transportation Systems (ITS)** - The 2nd phase of Duwamish ITS was substantially completed. Nine traffic cameras were installed and images are available on the web. Signs in advance of the Lower Spokane St. swing bridge were installed to provide messages to alert truck drivers and motorists when the swing bridge is closed for vehicles. Traffic signal equipment was upgraded, allowing for improved operations.
- **Optimized traffic signal timing** in several corridors to improve traffic flow in 2005:

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- Boren/Howell/Yale
 - Lake City Way
 - Aurora Ave.
- **Radius review and concession to freight needs** - Traffic Management regularly reviews operational and design changes to determine the appropriate truck management approach, in concert with other operational needs for specific locations.
- **S Spokane St and SR 99 Off-ramp** - installed signing and channelization (paint stripping and a row of vertical separation posts) at S Spokane St and SR 99 southbound to west bound off-ramp to prevent U turns in October 2005. The vertical delineator posts at this location have subsequently been replaced with a concrete curb raised median in November 2006.
- **Signing and Related Traffic Operational Improvements:**
 - Added two additional I-5 directional signs on the W Seattle Bridge.
 - Replaced the overhead directional signs on Fauntleroy Way SW in W Seattle (they were extremely faded and weathered).
 - Replaced the directional sign to I-5 at S Columbian Way and 15 Ave S.
 - Installed directional signing for truck route to Queen Anne.
 - Installed directional signing for transfer station in Fremont.
 - Implemented signing changes for the SR 519 Surface Project, including the changes to S Royal Brougham Way and 4 Ave S, and 1 Ave S between S Atlantic St and S Royal Brougham Way.
- Prepared and processed an ordinance to revise the City Traffic Code to make it consistent with the City Fire Code regarding the **transport of hazardous materials** through the Battery Street Tunnel and on the Alaskan way Viaduct.
- **Issued construction alerts** for route planning on an ongoing basis using SDOT maintained listserver and the associated information distribution service of the SODO Association.
- SDOT conducted an **inventory of known obstacles to truckers** in 2005.
- **Commercial Vehicle Enforcement:**
 - SDOT Traffic Operations staff have been involving Commercial Vehicle and Truck Enforcement staff more closely in early questions and concepts that may have potential impact on truck movements or routing. By running plans and concepts that involve changes to such things as curb radii and channelization past Commercial Vehicle Enforcement staff, SDOT is better able to identify issues which may have an impact on safe and efficient truck movements, especially on streets critical for truck use.
 - SDOT's Commercial Vehicle Enforcement Officers continue regular patrols to enforce truck-related laws and regulations, focusing on areas where truck travel and use is most frequent. In addition, these same

officers respond to off-hours emergency calls involving commercial vehicles, as well as provide off-hours escort for large overlegal loads through the city (e.g., assisting with house moves, typically during the wee hours of the weekend to cause the least disruption to the general traveling public.)

Rail Access and Operations

- **BNSF Railway continued work on the 3rd BNSF mainline track from Boeing Access Road to Royal Brougham Way S.** - This is a part of a larger project that will ultimately result in construction of a 3rd mainline track from Seattle to Tukwila and changes in the city's regulations on rail operating speed limits. SDOT coordinated with the BNSF on the mainline rail crossing improvements to add a third mainline track, and associated traffic signal system improvements.
- **State Rail Study** - Provided testimony in September, 2005 to the State Transportation Commission regarding the rail capacity and infrastructure study conducted by the state.

Freight Access to Manufacturing & Industrial Areas

- **Mainline Track Pavement** - the BNSF repaired the pavement at the mainline track crossing at Royal Brougham Way S., in coordination with SDOT in partnership with Street Maintenance and Traffic Divisions in 2005.
- **Improved pavement conditions** on the following streets in the respective two industrial areas in 2005:
 - 4th Ave S, S Holgate St to S Massachusetts St -- Major Truck Street in the South of Downtown (SODO) neighborhood, SDOT Crew Arterial Major Maintenance resurfacing
 - 16th Ave S, 14th Ave S Bridge to E Marginal Way S, SDOT Crew Arterial Major Maintenance resurfacing
 - 11 Ave NW, NW 46th St to NW Leary Way -- Ballard Interbay North Seattle Manufacturing and Industrial Center (BINMIC), SDOT Crew Non-arterial Asphalt Street Resurfacing
 - 27th Ave W, W Commodore Wy to W Fort St -- BINMIC, SDOT Crew Non-arterial Asphalt Street Resurfacing
 - 16th Ave W, W Dravus St to W Bertona St -- BINMIC, SDOT Crew Non-arterial Concrete rehabilitation program
 - S Myrtle St, E Marginal Way S to 7th Ave S --SODO, SDOT Crew Non-arterial Concrete rehabilitation program
 - 2nd Ave S, S of S Hudson -- SODO drainage/resurfacing **partnership project**, 50% from three adjacent businesses: Tri-North (Steinberg), 5030 1 Av S LLC, and McKinstry Co.
 - 4611 11th Ave NW -- BINMIC drainage/shoulder pavement repair **partnership project**, David Entrikin/Ballard Bookcase

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- SDOT developed a conceptual design and cost estimate of intersection improvements at **Delridge Way and Andover Ave.** to improve truck access and egress to Nucor Steel.

Port of Seattle Container and Cargo Terminals

- **Transportation Strategic Plan Update** - adopted freight mobility policies from the Freight Mobility Action Plan into the City's Transportation Strategic Plan. This included two new route maps to define key connections for freight:
 1. Existing Seaport Connector Routes between Port Terminals and the Highway Network
 2. Existing Seaport Connector Routes between Port Terminals and Railroad Intermodal Facilities
- Coordinated with the Port of Seattle on the design refinements for **East Marginal Way S. and S. Spokane Street Grade Separation**, and the revised truck access to Terminal 46 and the BNSF Seattle Intermodal Gateway Yard.

Continue To Secure Funding For Freight-Supportive Projects

- SDOT staff **continued efforts to secure external funding for freight mobility projects**. These included: S. Spokane Street Viaduct Widening Project, S. Lander Street Grade Separation, Duwamish Intelligent Transportation Systems (ITS), and Truck Spot Improvements.
- SDOT was successful with the following funding processes: **Spokane Street Widening Project** - acquired additional \$319,000 in federal funds for the project through the region (PSRC). Obtained FAST Partners commitment of \$1,750,000 from FY 05 Federal Earmark Funds.
- **Duwamish ITS Project** - secured a \$2,500,000 funding commitment from the State Legislature.
- **Alaskan Way Viaduct and Seawall Replacement Project** - secured \$231,000,000 in federal funds and \$2 billion in state funds for the Project.

Improved Permitting Practices

- **Right-of-Way Improvements Manual Update** - Published the "Freight Facilities" chapter of the Right-of-Way Improvements Manual in December 2005. This section of the Manual compiles, in one location, information about design requirements for freight, as well as design issues to consider when designing routes with heavy freight traffic (e.g. Major Truck Streets).
- SDOT implemented an **advance permit submittal practice** to accelerate the permit approval process.
- SDOT initiated new practice of accepting **overlegal length truck permits** for restricted downtown zone via fax and payment by credit card in July 05. The prior

practice was to have the company representative physically travel downtown to make the payment and receive the permit in person.

- In September 2005, the Downtown Seattle Transit Tunnel was closed for up to two years to retrofit it for joint transit and light rail use. An impact of this significant effort was the need to better regulate the **movement of large vehicles in the Downtown Traffic Control Zone**, especially during peak hours. For this reason, SDOT initiated conversations with the city's concrete vendors to bring them under permit for movements within downtown. These intensive negotiations resulted in a joint agreement to permit concrete truck movements in a manner consistent with other similar vehicle uses. This system is in place and working well for both SDOT and the concrete industry.
- **Street Ends** - legislation to allow longer term (10 year plus renewal options) street use permits for four street end permits (two for 6th Ave NW for Kvichak Marine and Western Towboat, and one for NW 40th St for Western Towboat) has been drafted and presented to the three affected businesses, which resulted in the negotiations on four Street End Term permits prior to their submittal for approved by Council.

RB/SDOT
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